

Civil Air Patrol

As Presented By
LOS ANGELES SQUADRON FIVE
hollywood
november 1945



GENERAL H. H. ARNOLD
Commanding General AAF

By CAPT. J. V. KAUFMANN

The writer will take the liberty to borrow a paragraph from the 1945 edition of the Airman's Almanac which so aptly introduced CIVIL AIR PATROL.

The CIVIL AIR PATROL was the American Flier's organized support of the Nation's military effort in World War II. Unique in character, outstanding for its devotion and the zealotry of its members, beginning as a spontaneous expression of patriotism, it proved its value and usefulness so quickly and effectively that it was taken over by the United States Army on April 29, 1943, from the Office of Civilian Defense. It is the only civilian organization permitted to wear the U.S. insignia.

By 1944, CIVIL AIR PATROL had more planes available for its assignments than the entire U.S. Army Air Force possessed at the beginning of 1940.

Early in April, 1942 U-boats were sinking American and Allied coastwise tankers and supply ships from Maine to Mexico. At that time, neither the Army nor the Navy had available the personnel or equipment to cope with the situation. By May, 1942, conditions became so acute that all shipping had to be stopped until convoys could be formed. Still merchantmen were sunk within sight of the beaches while citizens watched helplessly. Then CAP decided that something had to be done. From its Wings, Groups and Squadrons throughout the United States, volunteers were recruited to man anti-submarine bases, the first to be constructed at Atlantic City. With their own hands and more often than not, with their own money, these flying minute-men built runways, barracks and hangars. Mechanics and Operations personnel pitched in to ready the planes and the base for quick action. They received no salaries except a Five, Seven or Eight Dollar per diem allowance which barely covered their subsistence and paid for the uniforms which the members were required to wear.

Plane owners were allotted a maintenance cost for the use of their aircraft, but in many cases turned all but the bare opera-

Civil Air Patrol

tional cost, over to the base fund.

In record time the first base at Atlantic City was put into operation and one can well imagine the thrill of the First Patrol from that base which, after only fifteen minutes of searching, ran into the straggling survivors of a torpedoed tanker, clinging to whatever wreckage they could salvage.

A second base was started at Thehobeth, Delaware. There was always the inevitable handicap—lack of money. Local Squadrons, Groups, Wings and even private citizens dug into their pockets and helped finance base after base until a total of 21 Coastal Bases were established and 6000 men and women were ready to risk life in an effort to stop the Nazi's toll on our vital shipping. And stop it they did—as the records indicate.

Over 24 million miles were flown by CAP personnel on these bases. One hundred seventy-three submarines were sighted and depth charges were dropped against 50 of them. At first the tiny pleasure planes were unarmed, until one lone patrol sighted a U-boat and with its crazy antics managed to run it into a mud bank while frantically summoning surface craft to the kill. The submarine, after 45 minutes of struggling, worked its way back into deep water and managed to slip away before the Navy vessels arrived. Despite the fact that U-boats crash-dived at the sight of the patrols, not realizing that they were unarmed, the Pilots were not satisfied until some ingenious individual designed a 20-cent bomb-sight from hairpins and scrap tin cans.

The Pilot of a 75-horsepower Stinson neatly dropped his bombs directly on the conning tower of a sub after rigging his aircraft with the bomb-sight and improvised bomb racks. After this most planes were equipped to carry two bombs and depth charges.

Nothing seemed to discourage them. When one Maine Base burned to the ground in the middle of the Winter, the crew just chopped down trees and rebuilt it.

Another 30 million miles were flown by CAP in missions other than Anti-submarine Patrols. For example, Tow Target Units operated with the 1st and 4th Air Forces. Many a leading ace achieved perfection on a target sleeve towed by a CAP volunteer. These same Units flew tracking flights for Anti-aircraft practice, radar flight tests and camouflage flights.

Perhaps one of the most valued operations of CAP is the Nation-wide Missing Aircraft Search Service. Many Army Bases make regular practice of calling CAP when a plane is missing. The service is especially valuable to the Army Air Force Units in transit. If a plane is lost along the way, they cannot stop to look for it. They may fly on with the assurance that CAP members, familiar with the terrain, will do everything possible to locate and aid the survivors and will stick to it till the job is done.



COL. EARLE L. JOHNSON
National Commander, CAP

Search and Rescue

California Wing can boast of perhaps the most efficient Search and Rescue crews under the leadership of Major CHARLES SNOW. Under the experienced and methodic guidance of this amiable Wing Officer, 1st Group has accomplished 2,284 hours of active duty for the Fourth Air Force without a single mishap. There have been instances when Major SNOW had crews ready to take off on searches within two hours after the aircraft was reported lost. His efficient crews have searched every crevice and summit of California's rugged mountains and have been responsible for locating many missing aircraft.

Only highly seasoned pilots are used on these searches which at times continue for weeks until the wreckage, lost in the trees or perhaps buried in the snow, is discovered. On one weekend alone, following the passage of an exceptionally bad period of flying weather, seven bases had to be established simultaneously to search for aircraft lost in the storm which included planes from the Army, Navy, and even the RCAF. More than 70 pilots had to be mustered to man these bases. This necessitated calling on Northern California Squadrons for Pilots and Observers. Unfortunately two officers from a Northern Squadron were killed in the extremely bad flying conditions.

Rescue work is certainly no job for the novice pilot. Besides being in possession of an extremely strong constitution, which will enable him to withstand the terrific up and down-drafts for from three to four hours at a stretch, he must be able to fly safely at low altitudes and scour the countryside by methods of precision reconnaissance. This is dangerous and exacting work. The least deviation from course can result in missing a wrecked plane which may be visible for only a few hundred feet. Engine trouble or a sudden down-draft over a mountain, may send the CAP Pilot-Observer team crashing in the wilderness. Women too fly on these missions. A number of occasions the eyes of women spotted wreckage first.

(Continued on Page 2)



Preparing for search of missing aircraft at Glendale Army Air Base are, left to right LT. HARRY EASTMAN, LT. B. F. MILLER, JR., CAPTAIN E. H. ZECHIEL, MAJOR C. A. SNOW, and LT. M. W. SMITH.

(Continued from Page 1)

Civil Air Patrol has had such varied experiences that it would fill volumes to talk of them all. The Southern Border Liaison Patrol is one. In cooperation with the American and the Mexican Government, CAP flew over 30,000 Plane hours patrolling the border between the two Nations and keeping an experienced eye on all traffic.

The Michigan Wing recently organized an Air Ambulance Unit, which, in conjunction with the American Field Service, trained its personnel to fly wounded battle casualties out of the Jungles of India-China-Burma Theatre. 587 fires were spotted in the fall of 1943 by the Ohio Wing along during its forestry patrol. The Texas Wing spotted 426 fires in one season, and apprehended one fire-bug with their Patrol Plane.

Countless times when hurricanes struck, CAP flew medical supplies to the stricken areas. Serum and blood plasma were flown for the Red Cross and in one case a CAP home-made generator supplied emergency lighting after a hurricane black-out.

In the mid-western floods, CAP Units cooperating with the State Guard and the Red Cross, dropped first aid and life rafts by parachute to isolated survivors. Two lads were rescued by a CAP Pilot who landed his plane and took off again on the only dry strip available—one 150 yards long.

Countless persons were rescued by patrols flying the Great Lakes. Incidentally, by patrolling the lake areas in the Great Lakes region during the early Spring, CAP caused shipping lanes to be opened much earlier by observing the breaks in the ice. This effort alone contributed much to the congested shipping in that area.

Even the snow does not stop these ever-present Volunteers. In Colorado a Pneumonia-stricken World War I veteran was flown to Denver for emergency treatment. A farmer, who with his wife and six children found himself isolated, was saved from

slow starvation by a CAP Pilot who dropped food via parachute. A snow-bound bus, stalled high in a mountain pass at 10,200 feet received aid for its passengers when CAP planes dropped food and warm clothing when being informed of their plight. There is even a case on record where a CAP Pilot, with a country Doctor as a passenger, won a race with the stork.

Rice Crop Patrol

When wild fowl threatened to devastate more than a quarter-of-a-million acres of San Joaquin Valley rice crops in California, CAP Patrols armed with smoke bombs, hand grenades and shotguns, which they fired

from their cockpits, literally drove the wild ducks and geese away.

Tomorrow's CAP will entrench itself firmly in civilian Aviation Progress. Our youngsters will use it as a means to receive the best possible training in the many aeronautical subjects. With the limited military activities which will follow the ultimate demobilization of our military forces, it will afford them an excellent opportunity to take advantage of the military training offered by this official Auxiliary of the AAF and in this manner help keep America supplied with a constantly trained pool of air-minded and air-trained young men and women so that we never again will feel that we are second in a field which was born in America.

National Headquarters of Civil Air Patrol is staffed by Air Corps Officers, with present headquarters attached to the Technical Training Command at Fort Worth, Texas. Each of the 48 States is organized under a separate Wing and of course each Wing is comprised of many Groups, Squadrons and Flights. National Officers, who are commissioned in the Army Air Force, receive pay through regular Army mediums, but lower echelons are strictly on a Volunteer basis.

All members wear the regulation army uniform with certain distinctive exceptions. Rank and Grade insignias are the same as those worn by the regular Army personnel. The Army furnishes and maintains training type planes for CAP's orientation flights, furnishes office supplies and technical training aids. No flight training is given in the Army aircraft but through the efforts of local Units every attempt is made to aid the members in obtaining flight training on a self-financed plan.

With the glamor of flying as a selling point, it is not hard to realize why Civil Air Patrol is so successful in its recruiting. Even the case-hardened, dyed-in-the-wool ground lubber can't help but get a thrill when he discovers that he can handle the controls of a plane just as easily as the boy next door whom he had secretly envied.

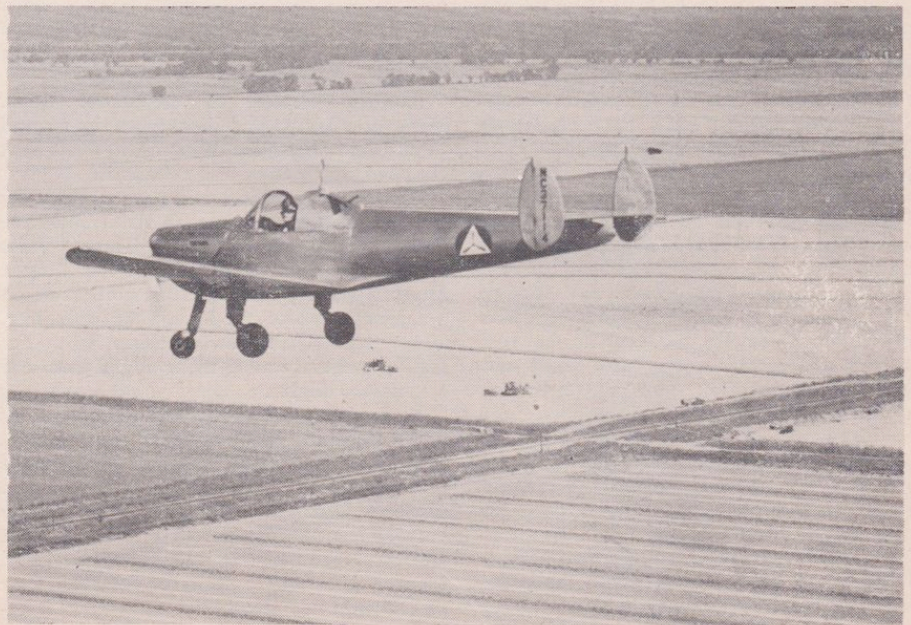


Photo by CARL BIGELOW, depicts member of Sacramento Squadron patrolling a San Joaquin Valley rice field, when wild ducks threatened to destroy crops.

California Wing

By CAPTAIN WALLER M. BUCKHAM

Late in December 1941, BERTRAND RHINE, prominent Los Angeles attorney and Aviation enthusiast, received a telegram from Mayor FIORELLI LaGUARDIA of New York City (who had been assigned the task of organizing Civilian Defense by President Roosevelt) appointing him Commander of the California Wing, CIVIL AIR PATROL, a position he has held ever since.

With the aid of a staff composed of men prominent in Aviation and Civic circles, Wing Headquarters was established in the Citizens National Bank Building at 453 S. Spring Street, Los Angeles, California. One office was divided into three sections and for a long time served as a headquarters from which tons of mail and directives were sent to the various units in the State.

With his newly appointed Staff, which included VERN KEMMERER, VARIAN GREENE, CLIFF GARD, ARIEL HARRIS, and ANDY DEVINE, Colonel RHINE toured the State of California in an attempt to organize Squadrons in every locale. The tour was so successful that by the 1st of April, 1942, more than 2000 applications for membership in CAP had been filed.

No sooner had the organizational work been launched than a request was received

to establish an anti-submarine base at Brownsville, Texas. By June 1942 the base was in operation, complete with Staff, personnel, airplanes and equipment. With more than five thousand dollars loaned by CIVIL AIR PATROL members, the California-operated base at Brownsville went into action and was ultimately responsible for the sinking of several German submarines and the saving of many torpedoed survivors.

In September 1942 California Wing was again called upon, this time to establish a Liaison Patrol along the Mexican border with its base at El Paso, Texas. Again, not only personnel, aircraft and equipment had to be furnished, but the undertaking itself had to be financed through the efforts of Wing Headquarters.

Because much emphasis was placed on the training program by California Wing, hundreds of persons inducted into the armed forces have been able to advance more rapidly.

Over 8,000 members are presently enlisted in this Wing. Many of them are veterans of such activities as the Courier Service between Army Air Bases, pipe and high line patrols, forest fire patrol and lost aircraft Search and Rescue Missions.

Through the natural process of transition and the cessation of hostilities, the entire



LT. COLONEL BERTRAND RHINE
Commander, California Wing

emphasis of CIVIL AIR PATROL activities will be placed upon the training of Adult and Cadet members. CAP now has a definite place in the "air-conditioning" of the public and it is hoped that through its medium this country will not again be caught short of sufficient aviation trained personnel, as it was at the beginning of World War II.

First Group

By LT. JERRY TIDWELL

First Group is one of six Groups in the California Wing. It is composed of six Squadrons which cover the Metropolitan area of Los Angeles, namely Los Angeles Squadron 1, Commanded by Captain W. E. ROBERTSON; Squadron 2, Commanded by Captain CHARLES W. HELMS; Squadron 3, Commanded by Captain TED W. CATE; San Fernando Valley Squadron, Commanded by 1st Lt. PAUL GUSTIN; Squadron 5, Commanded by Captain J. V. KAUFMANN and Squadron 6 Commanded by PERCY MEAD.

Under the capable leadership of Major RICHARD A. DICK, Group Staff has always functioned with a minimum of red tape and a maximum of efficiency. To those new to the organization, the Group consists of a staff composed mostly of men and women taken from the Squadron ranks and placed in the jobs with which they are most familiar. The staff acts as an idea "clinic" and passes on information received from higher echelons.

First Group has been responsible for many activities. Perhaps one of the most notable has been the Competitive Cadet Reviews.

Early in October 1944 with the partial lifting of flying activity in the restricted Coastal zone, the germ of an idea was kicked around at First Group staff meetings and emerged as a full-fledged plan.

By December 17, 1944, the First Group Aerial Review made its bow to the public.

With sponsorship by the Los Angeles Examiner and in conjunction with the Sixth War Loan Drive, the show was a huge success. The Treasury Department reported a Bond sale of almost \$500,000.00 in individual War Bonds. Being the first Air Show in this area since the start of the war, the review attracted statewide interest as was shown by the some 35,000 people in attendance, who jammed highways for miles around Vail Field. Responsible for its success were Major DICK, Capt's B. BLOHM, J. McDONALD and G. OLIVER, Lt's F. MOORE, B. HUGHES, ELIZABETH LOBUONO, T. WALKER, J. TIDWELL and HARRY HUTCHENS.

Early in the Spring of 1945 came the various surveys that were carried out by the units of First Group. Profiting by the experience gained in the presentation of the Aerial Review, the now closely knit sections were called upon to do their bit. Asked by the regional planning board of Los Angeles County to do an Airport Survey, with the thought of cataloging various locations for possible sites as private airports, First Group turned in a comprehensive report which is now serving as a guide in airport planning.

Another of the jobs turned over to the Group was the so-called "Smog" survey. Co-operating with the Los Angeles Chamber of Commerce in this very important activity, CAP obliged with another fine job. Along with these functions have been other very important undertakings, many official flights



MAJOR RICHARD A. DICK
Commander, 1st Group

in connection with War Bond promotion, co-operating with Army and Civic leaders, and in general, establishing First Group, CAP as a vital cog in Southern California aviation history.

This resume can only touch the high spots in CIVIL AIR PATROL activities in this sector, but should serve as a spark plug for more and greater accomplishments in the future. Spare the accolades, both verbal and written. First Group Squadrons will stand on their record and continue to ask for bigger jobs.



CAPT. JOS. V. KAUFMANN
Commanding Officer

Los Angeles Squadron 5



LT. J. J. DEL VAL
Supply Officer



LT. A. M. PAGET
Training Officer



LT. L. J. PETRITZ
Medical Officer



1ST LT. WALTER E. MAST
Executive Officer



LT. J. J. MALONEY
Communications Officer



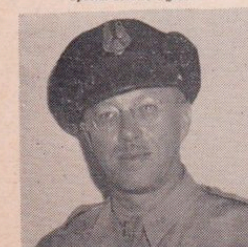
LT. C. F. WYRICK
Cadet Commandant



W.O.I. A. KAUFMANN
Assistant Personnel Officer



W.O.W. C. O'HARA
Special Service Officer



W.O.C. A. WARNE
Personnel Officer

How It Started

Like all other organizations, Los Angeles Squadron Five had to begin somewhere. Its origin is probably known to very few. It began in October 1943 with the disbanding of the Air Corps of the California State Guard by the Adjutant General of that State.

Serving with the First Observation Squadron at that time was Lt. J. V. KAUFMANN and a group of other officers and enlisted men who felt that the experience they had gained in their two-and-a-half years service with the Guard, could be put to some use in the Nation's Defense setup.

Lt. KAUFMANN wrote to the Secretary of War offering the services of these men. The latter suggested CIVIL AIR PATROL and plans were set under way to establish this Squadron.

Among the charter members were thirteen former members of the Guard whose names, as a matter of record, are entered here. They are: J. V. KAUFMANN, JUDD GOODRICH, C. R. KUTCHERA, J. J. DEL VAL, W. P. HUFFMAN, D. B. CURTIS, W. C. O'HARA, A. A. BRAD-OF-SKY, J. J. VEGA, C. F. WYRICK, H. J. HUTCHENS, H. Z. SNYDER, and DR. L. H. PERNER. These men, assisted by W. E. MAST, a combat pilot of World War I, Dr. L. J. PETRITZ, MRS. J. J. DEL VAL and BARBARA SEARLES, formed the nucleus around which the present Squadron was built. All of the aforementioned are still members of CIVIL AIR PATROL, and all but two—JUDD GOODRICH, who was killed while ferrying an aircraft, and H. J. HUTCHENS, who was transferred to Group Staff, are still members of this Squadron.

The first meeting was held on November 9, 1943, in the classrooms of the American Academy of Aeronautics, an Aeronautical school operated by Lts. GOODRICH and KAUFMANN, which was located at 700 N. Fairfax Ave., in Hollywood.

Outstanding perhaps, in their contribution to the success of this Unit were JUDD GOODRICH and W. P. LEAR. JUDD carried the heavy burden of providing classrooms, equipment and instructor personnel for the Unit during its organizational stage. His untimely death robbed the Squadron of one of its most valuable members and the World of one of its finest citizens. Today MRS. GOODRICH, unknown to most mem-

bers, carries on with his work as JUDD would have done had he been alive. Of W. P. LEAR'S contribution (he is now MAJOR LEAR of National Headquarters) we are pledged not to talk, but he was of inestimable help to the Squadron at a time when help was sorely needed.

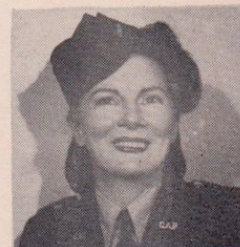
Statistics

Statistically speaking, Squadron Five has accomplished much. It has recruited nearly 900 persons, 400 of them Adults and 500 Cadets. Among these were 79 pilots who had an aggregate experience of over 35,000 hours of flying time with Horse Power ratings from 50 to 2400. 65 members had former military experience. Members hailed from 36 different States and 8 foreign countries and there was someone in the Squadron who could understand at least one of 14 different languages, including Chinese and Arabic.

During the past twenty-four months members of this Squadron have flown some 2000 hours, 265 hours of which were flown on Search and Rescue Missions. 102 members received their 3rd Class Restricted Radio Telephone License, and a large number their Pilots licenses since associating themselves with this Unit. The Squadron prides itself on having given well over 100,000 man hours of training to its members, a fact which has contributed much toward air-minding America.

Many are the members who began their flying career with this Squadron. Outstanding among these is little BARBARA SEARLES. Most of us remember the days after Pearl Harbor when all private flying within 150 miles of the Coast was suspended. In order to maintain their flying skill the members were forced to journey as far as Arizona. It was during one of the Squadron's missions at Conner Field in Quartzsite, Arizona that we remember Barbara's first solo hop. We too recall the stretching exercises she took and how she combed her hair in an up-do manner to pass her physical examination for the Wasps.

With her ultimate appointment for Wasp training, she was sent to Sweetwater, Texas and graduated with the last class at that field. General "HAP" ARNOLD personally presented her with her Wings. Today BARBARA, or shall we say Flight Officer BARBARA SEARLES, sports those very same wings on the tunic of her CAP uniform. She has over 600 hours of flying time



LT. A. E. DEL VAL
Intelligence Officer



LT. L. J. BRUBAKER
Projects Officer



W.O.M. C. FOSS
Adjutant



W.O.C. G. SHAW
Finance Officer



W.O.W. M. BONNEY
Assistant Training Officer



W.O.M. L. WAHLSTROM
Librarian



W.O.P. E. SHAW
Assistant Medical Officer



W.O.B. C. ROGERS
Cadet Personnel Officer



W.O.B. C. SEALES
Instructor



C. O. WILLCOCKSON
Instructor



L. H. PERNER
Instructor

logged, has a rating up to 600 Horsepower, a Commercial License and can be seen almost anywhere in the United States ferrying PT-19's from point to point.

Two other members who have done much since beginning to fly with Squadron Five are Lts. "HUTCH" HUTCHENS and JOHNNY HESSELDENZ. With "HUTCH" it wasn't all flying. This likeable officer can be best associated with his powerful systematic recruiting drives. During the early organizational period of this Squadron, he was not only instrumental in procuring more members than any other five men, but setting the high standard of the present Squadron membership.

Good members are usually rare. We, perhaps boastfully, pride ourselves on many in that category. Take DR. PETRITZ for example: The amiable Doctor, a veteran of the last war, enlisted with Squadron Five as a Private. He was then, and still is, a practicing physician and is in addition to his regular job, Medical Examiner for the Los Angeles Fire Department, yet he manages to find time to attend meetings regularly to examine the never-ending stream of Cadets. In addition to that the Doctor, who is one of the Squadron's best pilots, takes great delight in "wringing-out" Cadets and Adults members who practically wait in line for a chance to fly with him.

Perhaps the most efficient member of the Unit is Lt. BETTY DEWAR. In her capacity as Assistant Executive Officer she has spent over 2100 hours at Squadron Headquarters in the past 18 months. She has been responsible for answering most of the mail and has, in her dual capacity of Flight Leader of the Women's Flight, the best flight in the organization.

Warrant Officer IVY KAUFMANN had to join CIVIL AIR PATROL in order to see her husband, Commander KAUFMANN, occasionally. Since the creation of this Unit, Warrant Officer KAUFMANN has been instrumental in executing every application and data sheet written.

Supply Officer JEAN J. DEL VAL manages to find time away from the Studio where he is a prominent motion picture actor, to hustle from base to base in an effort to supply the constant demand of the members for uniforms and equipment.

Chief "gadgeteer" of the Squadron is Warrant Officer GEORGE S. CRISPIN who is beginning to believe the old adage "Let George do it," for he has made everything from a bulletin board to a desk at the request of one officer or another.

We could go on and on boasting about our members, but space will not permit it for we would have to talk about the SHAWs, Lt. HESSELDENZ, W. O. WAHLSTROM, W. O. LaVERNE CRISPIN, W. O. HELEN MURRAY and we certainly could not forget the ever-present Mess Sergeant VIVIAN ANDREWS, and a host of others equally worthy of mention.

Since its beginning two years ago, many events of interest have been entered in the archives of Squadron Five. First, shortly after the organization of the Cadet Squadron, members of that Unit won the First Group Inter-Squadron drill competition. A

short time later the second competition was also won by that Unit. In the Fall of 1944 Army Liaison Aircraft were assigned to Squadron Five. For months the pilots were kept busy giving orientation flights to hundreds of Cadets. In October 1944 a competitive Air Mission was held in conjunction with Squadron 2 at the Manzanar Air Base. We bow our head in shame as we reluctantly admit that Squadron 2 thoroughly trounced us, particularly while attempting to "sink" a submarine painted on the desert floor.

Under the auspices of First Group, a survey was made of Los Angeles County for the purpose of mapping existing airports and surveying undeveloped areas offering possibilities as airports or flight strips. Many hours were flown by members of this Squadron on this survey and a subsequent "smog" survey in which attempts were made to locate the source of the smoke in the Los Angeles metropolitan area.

During the bad weather season, many pilots participated in the various Search and Rescue Missions for the Fourth Air Force.

On December 17, 1944 an Air Meet and Aerial Review was held at Vail Field by First Group. Many aircraft pilots and observers of this Squadron helped make this Meet, which was conducted as a War Loan Drive, a success.

With the opening of the 7th War Loan Drive, members of this Squadron "bombed" the City of Los Angeles and San Bernardino with paper bombs which urged the citizens to buy War Bonds.

For the past six months, a monthly flight mission has been scheduled at Riverside, California. These missions provide a means for pilots and observers to obtain proficiency experience as well as aiding the prospective pilot to obtain dual instruction. Recently a group of PT-17's have been assigned to California Wing. Pilots have been checked in these aircraft by Army Check Pilots, and soon these planes will be used for Cadet Orientation Flights throughout the State, in lieu of the Liaison Aircraft which have been recalled by the Army.

On October 20 and 21, First Group held a Flight Proficiency Program at the Palmdale Army Air Base. Some three hundred members of First Group participated. Despite the bad weather, 41 night flights were made and 23 privately owned planes, operated by the six Squadrons, participated in exhibitions of message pickups, spot landings, panel reading, precision bombing, etc. Again Squadron 5 won the highest award for flight proficiency during that two-day meet. Lt. L. J. PETRITZ led the Squadron with 145 points. Lt. CLYDE KUTCHERA amazed his fellow pilots when he and his observer, Francis Russell, without previous practice, made a perfect score on the message pickup by wresting five suspended messages from their perch in that many attempts.

With the termination of World War II, changes will take place, CAP will have new fields to conquer, what they are we do not know, but we are certain that through the efforts of the members much can be done to make America the Airminded Nation it should be as the mother of aviation.



W.O.F. L. CRISPIN
Cadet Training Officer



W.O.H. I. MURRAY
Photographic Officer



W.O.M. A. TURNBOUGH
Deputy Staff



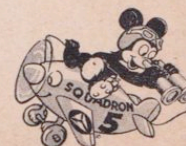
W.O.D. B. CURTIS
Instructor



L. C. TODD
Instructor



SGT. V. M. ANDREWS
Mess Sergeant



FLIGHT LEADERS



LT. W. P. HUFFMAN



LT. J. S. HESSELDENZ



LT. E. M. DEWAR



LT. C. R. KUTCHERA

ASST. FLIGHT LEADERS



W.O. G. S. CRISPIN



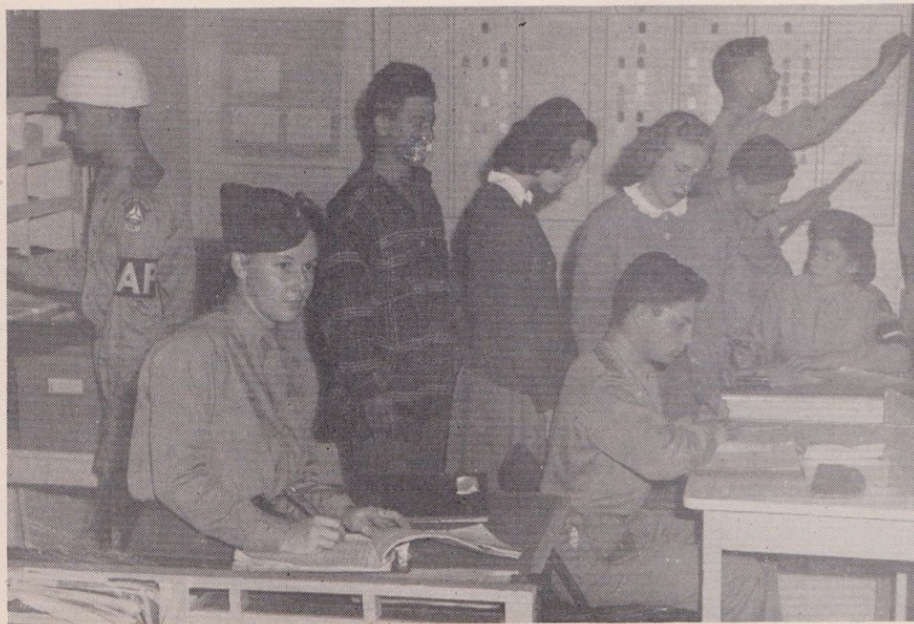
W.O. M. J. STUART



W.O. R. L. LACEY



Squadron 5 Cadets



Shown in the busy Cadet Headquarters at Los Angeles Squadron 5 are, left to right: M. P. F. J. SONNENBERG, SGT. A. WADSWORTH, applicants C. ABRAMS, CLAIRE HARRIS, SGT. N. HUMPHREYS, applicant JANET RATLEY, CPL. S. SELTZER, CPL. D. LEVEY and Cadet Lieutenant INGA SCHAEFFER.

By CADET LIEUTENANT S. J. BARKAN

CIVIL AIR PATROL Cadets are organized under the Military Honor Code on a self-government plan patterned after the program of the A.A.F. Training Command in the organization and training of Aviation Cadets. The purpose for this is to develop well-disciplined, reliable, potential leaders with resourcefulness and initiative.

The introduction of the new training directive (TD 36) provides for Cadet Squadron leaders with the appointed grade of Cadet Captain, Cadet 1st Lieutenants and 2nd Lieutenants, Sergeants and Corporals also will be selected on a Merit basis.

Under the present setup all Cadets receive intensive pre-flight training in such subjects as Navigation, Meteorology, Aerodynamics, Aircraft Engines, and Theory of Flight as well as Infantry Drill and general military science. No flight training is given under the sponsorship of CAP, but every effort is made by the local units to aid those Cadets interested in learning to fly.

CAP Cadets, selected on a Merit basis have been permitted to visit AAF installations during the summer months for a maximum of two weeks to stimulate interest in aviation. Last year, some 9,000 Cadets were sent to camp at 48 AAF fields. Due to the outstanding success of this program, it is expected that the quota will be substantially improved from year to year.

In order to make history, one must be a "First" in something. There even had to be a First among the Cadets of Los Angeles Squadron 5, and that particular honor goes to JEROME KARNO, Fairfax High School Student, who out of pure curiosity decided to investigate the apparent hustle and bustle across the street from the school, only to find himself enlisted as Cadet No. 1.

Today, JEROME is in the Aviation branch of the Navy and informs us on his visits home, that he owes much to the training he received while a member of this Squadron. We of Squadron 5 on the other hand, feel we owe much to boys like KARNO, LUBIN, MITCHELL, YOUNG, GOLAND, WALLACK, FREUND, WEINTRAUB, SELTZER and a host of others who were the pioneers of this organization. Theirs was the task of building the unit into the present first class Cadet Squadron.

The first Cadet Commander was JARVIN

HEIMAN, presently also in the Navy. Under his leadership this unit won the first inter-squadron Cadet Competition.

In September 1944, a contingent of 23 Cadets were sent to the Minter Field Air Base for a two-week encampment. Under supervision of the Army Air Force they received their first taste of Army life and returned to the Squadron tamer and wiser.

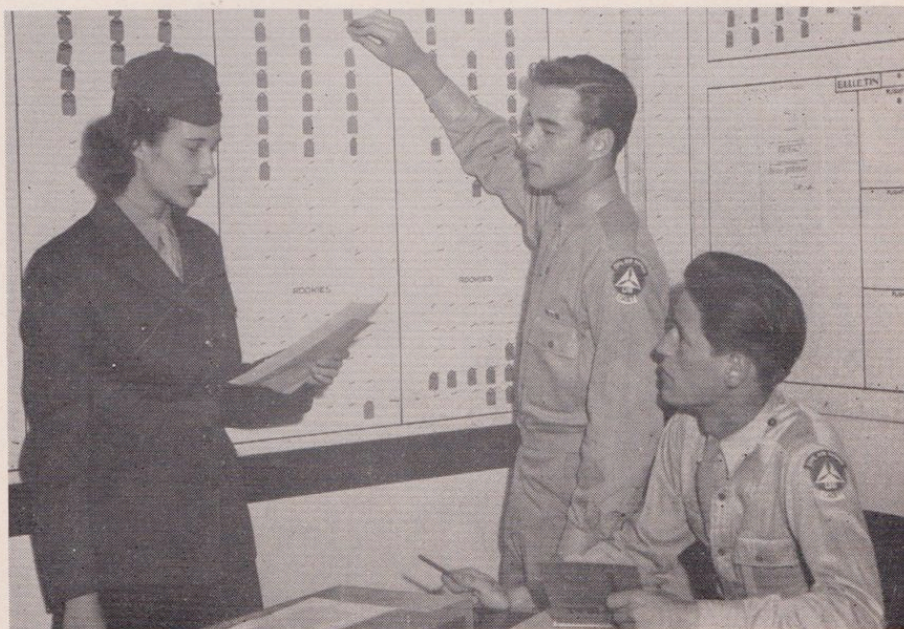
The second Competitive Drill was again won by members of this Squadron. This time, an Efficiency Guidon was awarded to Cadet Commander EARL MITCHELL. This Guidon was lost to Squadron 3 in the subsequent competition.

In keeping with regulations established by Commander KAUFMANN, a new Cadet Commander was appointed every six months. The third Commander under this arrangement was Sergeant LEE BRILL. The fourth was Sergeant NORTON HUMPHREYS.

The fair sex cannot be left out of this Squadron's history, which boasts of many girls. Perhaps our male Cadets are somewhat prejudiced, but all agree that in keeping with Hollywood's best tradition Squadron 5 does not lack in feminine pulchritude.

Since the termination of World War II many changes in policy have taken place. All Cadets were relieved of their non-commissioned officers ratings and after graduating from Officer's Training School, the following were appointed Cadet Officers. E. MITCHELL, Cadet Capt. Commanding Officer. S. BARKAN, Cadet 1st Lt. Executive Officer. H. WARNE, Cadet 1st Lt. Flight Leader, Girl's Flight, and I. SCHAEFFER, Cadet 2nd Lt., Assistant Flight Leader. 1st Sgt. was awarded former Cadet Commander N. HUMPHREYS. Other Sgts. are: R. WALLACK, H. WEINTRAUB and A. WADSWORTH.

With the assignment of a group of PT-17 to the Squadrons by the AAF, many Cadets who have enlisted since the Liaison Aircraft were recalled are anxiously anticipating their first orientation flight in these planes.



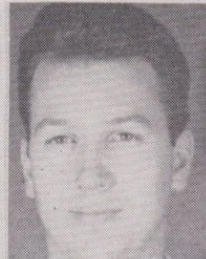
Cadet Officers Lt. HARRIET WARNE, Lt. STANLEY BARKAN and Capt. EARL MITCHELL shown checking Flight Board.



IN THE SERVICE HONOR ROLL



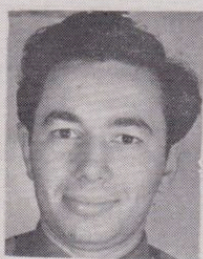
L.W. Mcintosh



D.E. WALSTON



E. KAMINSKY



R.H. SCHULMAN



W. MANSFIELD



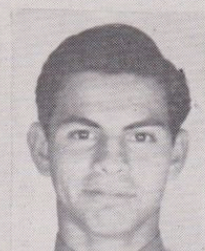
J. KARNO



J. HEIMAN



R. DAVENPORT



H. GOLDSTEIN



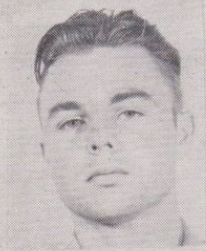
B. MADWIN



D. HUNGERFORD



G. STONE



G. McINTYRE



R.J. BARRY



D. SCHULMAN



H. RIEGER



J. WONG



Y. BARKAN



A.B. STACEY



E. LUBIN



R. FAXON



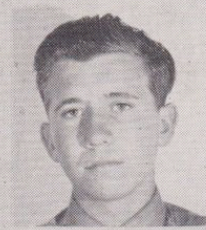
W.R. HOWARD



W. McCLURE



J. BURNSIDE



R.L. HORTON



D. WYRICK



A. BRADOFSKI



B.C. SEARLES



E. YOUNG



C. STOECKER

J.R. McREYNOLDS
C. BUFFINGER

J.G. BERRY
B. DUNHAM

D. WYRICK
J. RAPF

G. BARDWELL
T. DE PEW

W.L. OTTE
E. FORD

H.R. LEVER
S. MANSON